

5494. Also, letter received from the Railroad Workers' Protective League of Western New York, favoring the enactment of the Boren land-grant bill; to the Committee on Agriculture.

5495. Also, resolution adopted by the Legislature of the State of New York, voicing their views in connection with House bill 3420; to the Committee on Interstate and Foreign Commerce.

5496. Also, resolution adopted by the Common Motor Carriers of Western New York, Inc., protesting against the enactment of Senate bill 1161; to the Committee on Ways and Means.

5497. By Mr. EDWIN ARTHUR HALL: Petition of the Hall Furlough Club, No. 1, North Side, Endicott, N. Y., and signed by 98 residents of the Thirty-fourth Congressional District, urging passage of the Hall furlough bill (H. R. 1504) providing free transportation during furloughs for members of our armed forces; to the Committee on Military Affairs.

5498. By Mr. JEFFREY: Petition of Herbert E. Cook and 87 other citizens of Dayton, Ohio, protesting against the passage of the Bryson bill (H. R. 2032); to the Committee on the Judiciary.

5499. By Mr. ANTON J. JOHNSON: Petition of Nellie Peterson and 50 other citizens of Moline, Ill., regarding prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war in order to reduce absenteeism and conserve manpower; to the Committee on the Judiciary.

5500. By Mr. MARCANTONIO: Petition of more than 4,000 registered voters of the Borough of Manhattan in the city of New York, protesting against enactment of any prohibition laws as encouraging bootlegging and harming the war effort; to the Committee on the Judiciary.

5501. By Mr. MERROW: Resolution adopted by executive committee of the New Hampshire Bankers Association, Manchester, N. H., opposing the passage of Senate bill 1642 and House bill 3956 and supporting the position taken by the Federal Reserve Board in connection with the issues raised; to the Committee on Banking and Currency.

5502. By Mr. ROLPH: Resolution of Pacific Coast Transportation Advisory Board of San Francisco regarding induction of essential railroad personnel into the armed forces, adopted March 16, 1944; to the Committee on Military Affairs.

SENATE

TUESDAY, APRIL 18, 1944

(Legislative day of Wednesday, April 12, 1944)

The Senate met at 12 o'clock meridian, on the expiration of the recess.

The Chaplain, Rev. Frederick Brown Harris, D. D., offered the following prayer:

Eternal God who art behind the enshrouding mists and in them, we turn to Thee in whom there is no darkness at all. Through the mystery of earth's shadows lead our pilgrim feet as day by day we follow the gleam of Thy unfolding will for our lives, knowing that we cannot drift beyond the circle of Thy love and care. In patience and fidelity may we guard the flickering flame of the light within. Grant by Thy grace that in our particular sphere of service we may not be found wanting in this solemn hour of world crisis, when the bugles are sounding and the battle is set.

We pray, as increasing trials come upon us, we may not shirk the issues of these creative days, nor lose our victorious faith in the final overthrow of evil and the enthronement of righteousness and truth, but, solemnly committing ourselves and our country unto Thee, who knoweth the way we take, that we shall come forth like gold tried in the fire. We ask it in the dear Redeemer's name. Amen.

THE JOURNAL

On request of Mr. BARKLEY, and by unanimous consent, the reading of the Journal of the proceedings of the calendar day Monday, April 17, 1944, was dispensed with, and the Journal was approved.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Chaffee, one of its reading clerks, announced that the House had passed without amendment the bill (S. 866) to fix the compensation of registers of the district land offices in accordance with the Classification Act of 1923, as amended.

The message also announced that the House had passed the following bills, in which it requested the concurrence of the Senate:

H. R. 86. An act to grant pensions to certain unmarried dependent widows of Civil War veterans who were married to the veteran subsequent to June 26, 1905;

H. R. 1565. An act relating to the appointment of postmasters;

H. R. 1675. An act to amend section 9 of the Pay Readjustment Act of 1942 (Public Law 607) by providing for the computation of double-time credits awarded between 1898 and 1912 in determining retired pay;

H. R. 2752. An act to authorize the acquisition of additional lands and flowage easements for the Pleasant Hill Reservoir, Ohio, and for other purposes;

H. R. 3054. An act to amend the Expediting Act;

H. R. 3524. An act to provide for the establishment of the Harpers Ferry National Monument;

H. R. 3732. An act to repeal the prohibition against the filling of a vacancy in the office of district judge in the district of New Jersey;

H. R. 4115. An act to give honorably discharged veterans, their widows, and the wives of disabled veterans, who themselves are not qualified, preference in employment where Federal funds are disbursed;

H. R. 4163. An act to amend section 2 of Public Law 17, Seventy-eighth Congress, relating to functions of the War Shipping Administration, and for other purposes;

H. R. 4238. An act providing for the naturalization of certain alien veterans of the Spanish-American War, the First World War, and members of the Regular Army or National Guard who served on the Mexican border from June 1916 to April 1917;

H. R. 4292. An act to amend section 12 (b) of the Act of May 29, 1930, as amended; and

H. R. 4320. An act relating to the computation of interest on contributions to the civil service retirement fund returned to employees upon their separation from the service.

INVITATION FROM SENATE OF NORTHERN IRELAND TO MAKE VISIT

The VICE PRESIDENT laid before the Senate a letter from the Ambassador of Great Britain to the United States; together with a letter of invitation from

the Speaker of the Senate of Northern Ireland, which were read and referred to the Committee on Foreign Relations, as follows:

BRITISH EMBASSY,

Washington, D. C., April 14, 1944.

MY DEAR MR. VICE PRESIDENT: I have been asked by the Foreign Office to transmit to you the enclosed letter.

Believe me, dear Mr. Vice President,

Yours very sincerely,

HALIFAX.

The Honourable the VICE PRESIDENT OF THE UNITED STATES,
Senate Office.

THE RIGHT HONORABLE THE

VISCOUNT BANGOR, O. B. E.,

Stormont, Belfast, March 21, 1944.

DEAR MR. PRESIDENT: I am directed by the Senators of Northern Ireland to extend to the delegation from the Senate of the United States, which, it is understood, may visit Great Britain in the near future, a very cordial invitation to spend some days with them as their guests in Northern Ireland.

Senators are very anxious to cement the excellent relations which have existed between the forces of the United States and the people of this country during the war, and to promote a closer association between this Parliament and Congress.

Very sincerely yours,

BANGOR.

Speaker of the Senate of Northern Ireland.

The PRESIDENT OF THE SENATE,

Washington, D. C.

PERSONNEL REQUIREMENTS UNDER NATIONAL MEDIATION BOARD

The VICE PRESIDENT laid before the Senate a letter from the Chairman of the National Mediation Board, transmitting, pursuant to law, estimates of personnel requirements for the National Mediation Board, including the National Railroad Adjustment Board and the Railway Labor Panel, for the quarter ending June 30, 1944, which, with the accompanying papers, was referred to the Committee on Civil Service.

EXECUTIVE REPORTS OF A COMMITTEE

As in executive session,

Mr. McKELLAR, from the Committee on Post Offices and Post Roads, reported favorably the nominations of several postmasters.

DISPOSITION OF FEDERAL WAR HOUSING—INDEFINITE POSTPONEMENT OF A BILL

Mr. MALONEY. Mr. President, on December 18, 1943, I introduced S. 1607, a bill "to provide for the disposition of Federal War Housing." At the time of the introduction of the bill I had discussed this measure with a member of the National Committee on Housing, and was under the impression that the bill had the support of that committee. I have since learned that, while the bill reflects in substance proposals which that organization has made and published, proposals which have had wide approval, the committee seems to believe that most of its recommendations can be accomplished under existing laws.

I also received, on January 13, 1944, a letter from the Administrator of the National Housing Agency, a paragraph of which reads:

In summary, we feel that, through the process of experience over the past few years, and through the splendid cooperation of the

Congress in shaping the Lanham Act to meet our needs as they have arisen and as the Congress and the Agency have foreseen them, we now have practically all of the necessary legislative tools to deal effectively and efficiently with the disposition of federally owned war housing.

Under these circumstances, Mr. President, I ask unanimous consent that the Committee on Public Buildings and Grounds be discharged from the further consideration of Senate bill 1607, and that the bill may be indefinitely postponed.

The VICE PRESIDENT. Without objection, the Committee on Public Buildings and Grounds will be discharged from the further consideration of the bill, and the bill will be indefinitely postponed.

HOUSE BILLS REFERRED

The following bills were severally read twice by their titles and referred, as indicated:

H. R. 86. An act to grant pensions to certain unmarried dependent widows of Civil War veterans who were married to the veteran subsequent to June 28, 1905; to the Committee on Pensions.

H. R. 1565. An act relating to the appointment of postmasters; to the Committee on Post Offices and Post Roads.

H. R. 1675. An act to amend section 9 of the Pay Adjustment Act of 1942 (Public Law 607) by providing for the computation of double-time credits awarded between 1898 and 1912 in determining retired pay; to the Committee on Military Affairs.

H. R. 2752. An act to authorize the acquisition of additional lands and flowage easements for the Pleasant Hill Reservoir, Ohio, and for other purposes; and

H. R. 4163. An act to amend section 2 of Public Law 17, Seventy-eighth Congress, relating to functions of the War Shipping Administration, and for other purposes; to the Committee on Commerce.

H. R. 3524. An act to provide for the establishment of the Harpers Ferry National Monument; to the Committee on Public Lands and Surveys.

H. R. 3054. An act to amend the Expediting Act; and

H. R. 3732. An act to repeal the prohibition against the filling of a vacancy in the office of district judge in the district of New Jersey; to the Committee on the Judiciary.

H. R. 4238. An act providing for the naturalization of certain alien veterans of the Spanish-American War, the First World War, and members of the Regular Army or National Guard who served on the Mexican border from June 1916 to April 1917; to the Committee on Immigration.

H. R. 4115. An act to give honorably discharged veterans, their widows, and the wives of disabled veterans, who themselves are not qualified, preference in employment where Federal funds are disbursed;

H. R. 4292. An act to amend section 12 (b) of the act of May 29, 1930, as amended; and

H. R. 4320. An act relating to the computation of interest on contributions to the civil-service retirement fund returned to employees upon their separation from the service; to the Committee on Civil Service.

PRELUDE TO PEACE—ADDRESS BY SENATOR JACKSON

[Mr. JACKSON asked and obtained leave to have printed in the RECORD an address entitled "Prelude to Peace," delivered by him at the seventy-fourth anniversary banquet celebration of Perry Lodge, F. & A. M., Marys-

ville, Pa., March 16, 1944, which appears in the Appendix.]

ADDRESS BY GOVERNOR MARTIN, OF PENNSYLVANIA, BEFORE STATE FEDERATION OF LABOR

[Mr. DAVIS asked and obtained leave to have printed in the RECORD an address by Hon. Edwin Martin, Governor of Pennsylvania, before the State Federation of Labor, at Wilkes-Barre, Pa., April 17, 1944, which appears in the Appendix.]

RECEIPTS BY FARMERS UNDER 1942 AGRICULTURAL CONSERVATION PROGRAM

[Mr. MAYBANK asked and obtained leave to have printed in the RECORD a letter and tables from the Department of Agriculture relative to estimated gross payments under the 1942 agricultural conservation program, which appear in the Appendix.]

IRAQ'S CONTRIBUTION TO THE WAR EFFORT

[Mr. CAPPER asked and obtained leave to have printed in the RECORD a statement entitled "Iraq's Contribution to the Common War Effort of the United Nations," compiled from Iraq Government official sources by Maj. Chefik Haddad, which appears in the Appendix.]

THE ST. LAWRENCE SEAWAY—EDITORIAL FROM THE ST. ALBANS MESSENGER

[Mr. AIKEN asked and obtained leave to have printed in the RECORD an editorial relative to the St. Lawrence seaway, published in the St. Albans Messenger for April 14, 1944, which appears in the Appendix.]

THE DAIRY INDUSTRY

Mr. WILEY. Mr. President, yesterday the Senator from New Hampshire [Mr. BRIDGES] presented for the RECORD an article from a Detroit newspaper showing that milk was flowing in the gutters in Detroit.

On April 15, I wrote the War Food Administration an inquiry, and received in reply a letter dated April 15, 1944, a part of which I wish to read:

The increasingly critical milk production situation, the increased urgency in volume of military and lend-lease needs for dairy products, and the continued increase in civilian consumption of fluid milk in this country made it necessary last fall that we either take some type of action to limit any further increase in civilian sales of fluid milk, or that we default in our job of meeting dairy products requirements for direct war uses.

Mr. President, this morning there came to my desk a telegram stating that milk prices have been cut 10 cents a hundredweight in Wisconsin, effective March 16, but it was not announced to the farmers until the checks were delivered on April 17.

Just think of that. On April 17 the farmers who went to the extraordinary effort asked of them, farmers whose boys have been taken from the farms, these farmers who had, through the winter, with the aid of the youngsters and the oldesters, met the demands of the Government for a super supply of milk, now find that the checks for their milk, which were due on March 15, have been cut to the extent of 10 cents a hundredweight.

The telegram states:

I ask that you protest price cut to O. P. A. and War Food Administration.

I agree with what is implied in this message, that the cutting of prices to ex-

tend back a month before the farmers have notice is not only unethical, but it is contributing to a demoralization of the home front right now, when we need morale as we never needed it before.

I wish to speak briefly about the situation as it exists in Wisconsin, and as I know it exists in other States throughout this country. Right now we can divide the proposition into three parts. First, what is the situation in relation to the transportation facilities in Wisconsin and other States? That goes to the question of trucks. The situation in Wisconsin, as it relates to farmers' milk trucks, and all milk transporting trucks, is becoming tragic. The Government asked that the farmer produce, and produce and produce, and he has done it. Then the Government reached in and took the farmers' help, and kept on taking his help, and it is taking his help now.

There will soon fall on the transportation facilities of the milk industry one of the most tremendous loads in the history of our State. This increased burden is being piled on a transportation system which is rapidly breaking down beyond economical repair. It is getting to the point where farmers cannot take their trucks in and get them overhauled. The trucks need new motors, but the farmers cannot get new motors. The chassis are going to pieces, even beyond repair. New trucks are what the farmers need and what the milk industry needs.

If the Government has surplus trucks available, it must see to it that the milk industry obtains them in order that milk may be transported. As I have said, already milk is flowing in the gutters of Detroit. I shall mention an incident which was related to me by a professor at the University of Wisconsin, indicating how serious is the situation at another part of this front. The Government is asking for more milk, more farm commodities, and it owes an obligation to make sure that those commodities get to the market and to the consumer. Someone must take hold of the situation at once.

I have received a letter from Mr. R. K. Froker, professor of agricultural economics, College of Agriculture, University of Wisconsin, at Madison, Wis., with which he sent to me two tables indicating, first, the balance of the life of the trucks used to haul milk in seven Wisconsin counties, and, second, the total mileage on trucks used in hauling milk in seven Wisconsin counties. In his letter to me, Professor Froker says, among other things:

Only a very open and mild winter has prevented a general breakdown in our milk-truck assembling system in the State. We have heard many complaints of the difficulties our dairy plants are now having in keeping their trucks operating. Practically no new milk trucks have been added since the fall of 1941. Approximately one-half of our milk trucks would have been replaced by new ones had normal supplies of trucks been available. Moreover, our present trucks are much more heavily loaded due to fewer trucks and increased milk production. To add to this situation is the general difficulty of obtaining adequate repair parts and finding capable mechanics.

Mr. President, I ask unanimous consent that the letter and the two tables from Professor Froker be printed at this point in the RECORD as a part of my remarks.

There being no objection, the letter and tables were ordered to be printed in the RECORD, as follows:

UNIVERSITY OF WISCONSIN,
COLLEGE OF AGRICULTURE,
Madison, Wis., April 15, 1944.

Senator ALEXANDER WILEY,
Senate Office Building,
Washington, D. C.

DEAR SENATOR WILEY: I have your wire asking for a copy of our transportation study on trucking conditions in Wisconsin as it applies to the milk industry. The material which we have published has dealt largely with possibilities of conserving mileage through the reorganization of milk truck routes. The other phases of the study have not been published to date.

I am, however, enclosing a copy of two tables which I believe will show you the general condition of our milk trucks in Wisconsin. You will note that the truck situation is becoming progressively more serious. Only a very open and mild winter has prevented a general break-down in our milk-truck assembling system in the State.

We have heard many complaints of the difficulties our dairy plants are now having in keeping their trucks operating. Practically no new milk trucks have been added since

the fall of 1941. Approximately one-half of our milk trucks would have been replaced by new ones had normal supplies of trucks been available. Moreover, our present trucks are much more heavily loaded due to fewer trucks and increased milk production. To add to this situation is the general difficulty of obtaining adequate repair parts and finding capable mechanics.

Very truly yours,

R. K. FROKER,
Professor of Agricultural Economics.

Estimated life of trucks used for hauling milk in 7 Wisconsin counties, August 1943¹

	On basis of present service and ability to get repairs		If adequate service and repairs are provided	
	Number of trucks	Percent of those reporting	Number of trucks	Percent of those reporting
6 months and under.....	92	17.0	24	4.5
7 to 12.....	169	31.3	83	15.5
13 to 18.....	43	8.0	36	6.7
19 to 24.....	142	26.3	163	30.5
25 to 30.....	14	2.6	38	7.1
31 and over.....	80	14.8	190	35.7
Total.....	540	100.0	534	100.0
Not reporting.....	113		119	

¹ Compiled by Clifford M. Hardin and Rudolph K. Froker, department of agricultural economics, University of Wisconsin.

Total mileage on trucks used for hauling milk in 7 Wisconsin counties, August 1943¹

Total mileage	All models ²	Percent of all trucks reporting	Model of truck									
			1942	1941	1940	1939	1938	1937	1936	1935	1934 and older	
Under 50,000.....	234	40.2	50	91	52	19	6	9				4
50,000 to 74,999.....	167	28.7	3	47	47	28	13	13	11	3		2
75,000 to 99,999.....	86	14.8	3	12	24	14	12	10	4	3		4
100,000 to 124,999.....	52	9.0		3	16	11	7	7	4	1		3
125,000 to 149,999.....	14	2.4			4	3	1	4		1		1
150,000 to 174,999.....	16	2.8			6	4		2	3			1
175,000 to 199,999.....	5	.9			1				2	2		
200,000 to 224,999.....	6	1.0			1	1	1		2	1		
225,000 and over.....	1	.2			1							
Total.....	581	100.0	56	153	152	80	40	45	26	14		15

Compiled by Clifford M. Hardin and Rudolph K. Froker, department of agricultural economics, University of Wisconsin.

² 72 trucks did not report this figure.

Mr. WILEY. Mr. President, I have been in contact with Brig. Gen. C. D. Young, Deputy Director, Office of Defense Transportation, who has agreed to collaborate in trying to find the solution to this problem. There have been many things which have contributed to the scarcity of trucks available for the home front. The completion of one of the oil pipe lines was delayed, but that is now completed. The delay meant using certain tank trucks to meet the critical oil situation. The flush milk season will soon be on in Wisconsin, and it is up to Government to see that the transportation system for much-needed foodstuffs, such as milk and other farm commodities, does not break down.

Mr. President, the administrative branch of the Government is not doing the job it should do. The Congress created the various bureaus and agencies. They are stepchildren of Congress. When they fall down on the job it is for Congress to see to it that they get back on the job and do what should be done.

Mr. President, now I wish to discuss the subject of manpower as it relates to

the cheese factories, and also to discuss the related subject of milk. I hold in my hand a letter from W. W. Clark, associate director of the agricultural extension service, University of Wisconsin College of Agriculture, at Madison, Wis. I wish to read certain paragraphs of his letter, which is dated April 14, 1944. I realize that this matter does not seem of great significance, perhaps, to those who listen or to those who are not listening, but if the vast food laboratory called the State of Wisconsin, which produces this year between 60 and 65 percent of the Nation's cheese, breaks down, the situation will be very serious. When we realize that the Army and the Navy are taking 75 percent of our cheese for Army and Navy and lend-lease use, it must appear to any reasonable person that it is a serious situation to permit a paralysis of a great industry like the milk, cheese, and butter industry. That is what is likely to happen if we do not obtain the needed trucks, or, second, if we do not keep in our cheese factories the men who know how to produce cheese, and if the farmers do not receive differ-

ent treatment relative to the price of milk.

I read from Mr. Clark's letter:

You have no doubt already had your attention called to the very serious situation which faces the Wisconsin cheese industry through the operation of the recent policy of National Selective Service headquarters in drafting all men between the ages of 18 and 26 for military service, with certain exceptions. My purpose in addressing you is to provide information on this situation which you may not have conveniently available and which you may find helpful in considering the problem.

Listen to this, Mr. President. Mr. Clark then says:

Much of the following information has already been transmitted to General Hershey by Col. John F. Mullen, State director of Wisconsin selective service, but up to the present time no relief has been provided.

Let me interject parenthetically that I have been in contact with General Hershey's office now for over a week or 10 days. He passes the buck back to Marvin Jones. When I get in contact with Jones, he passes the buck to Hershey. In the meantime, cheese factories in the State of Wisconsin are closing, and the milk we need will be running down the gutters. How much longer will this situation continue?

General Hershey apparently feels that there should be no deferment of men 26 years of age unless he receives some kind of directive or recommendation. I have called his attention to the serious nature of the situation existing in the State of Wisconsin. I have told him that there are in the neighborhood of 1,623 cheese factories in the State, and that 150 of them are 1-man cheese factories. But the other day, according to Mr. Clark's letter, when the Selective Service reached in and took 1 of those men, the farmers of Clark County got hold of 1 of the cheese inspectors and forcibly compelled him to enter that cheese factory and run it. The Army wants the cheese; the Navy wants the cheese; the Lend-Lease wants the cheese. Yet, they have not enough brains to understand the necessity of making sure that this 1 man remains on the job. He cannot be replaced. That is the situation.

Professor Clark says in his letter that 135 of these men are the sole operators of 1-man factories. Mr. Mooney, the secretary of the Wisconsin Cheese Makers Association, wrote me a letter in which he said there are 150 men who are the sole operators of 1-man cheese factories. Yet, I have not been able to get any action.

Let us take a typical situation. Suppose 150 farmers in a certain area supply their milk to a cheese factory run by 1 cheese maker, and suppose that all at once the Selective Service takes that cheese maker into the armed services. A cheese maker cannot be trained overnight. He is a specialist. He has to know his business. The drafting of a cheese maker is quite different from the drafting of an ordinary farmer. The drafting of an ordinary farmer affects only 1 farm. I had such an experience, when a farm boy was taken off my farm. Of course, when he was drafted

the only effect was upon my farm; production on my farm subsequently decreased. But, Mr. President, when the Selective Service drafts a cheese maker out of a 1-man cheese factory which is the receiving source of the milk from 150 to 500 farms, then the Selective Service not only makes it impossible for the milk on those farms to be delivered to the cheese factory and for the cheese to be made from the milk, but the Selective Service lights a flame in the minds of those milk producers who have been working 70 and 80 hours a week; and God knows we cannot light any flames to break the morale in America. I say it simply does not make sense, and that is why I am talking here today.

Mr. President, I ask that the entire letter of Prof. W. W. Clark be printed in the RECORD at this point, as a part of my remarks.

The PRESIDING OFFICER (Mr. MAYBANK in the chair). Is there objection?

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

AGRICULTURAL EXTENSION SERVICE,
UNIVERSITY OF WISCONSIN,
COLLEGE OF AGRICULTURE,
Madison, Wis., April 14, 1944.

Senator ALEXANDER WILEY.

DEAR SENATOR: You have no doubt already had your attention called to the very serious situation which faces the Wisconsin cheese industry through the operation of the recent policy of National Selective Service headquarters in drafting all men between the ages of 18 and 26 for military service, with certain exceptions. My purpose in addressing you is to provide information on this situation which you may not have conveniently available and which you may find helpful in considering the problem.

Much of the following information has already been transmitted to General Hershey by Col. John F. Mullen, State director of Wisconsin Selective Service, but up to the present time no relief has been provided. I am also furnishing Judge Marvin Jones, of the War Food Administration, with this information. My feeling is that this situation needs to be remedied, not because of the results which the drafting of young cheese makers would have on individuals, important as these may be, but because of the very serious effects which widespread drafting of young cheese makers will have upon the production of milk and cheese for the national war effort.

In the 1,623 cheese factories in Wisconsin there are 1,475 men 18 through 25 years of age. One hundred and thirty-five of these men are the sole operators of 1-man factories. Their drafting will close most of those factories. About 400 men, 18 through 25, are employed in 2-man factories and about 900 men of the same ages in larger factories.

This morning I was told of an operator in a one-man factory in Clark County who was ordered to take a preinduction physical examination. His absence for the day left absolutely no one in his community who could take care of the milk delivered to his factory. The report is that farmers located a State cheese inspector in another part of the county, surrounded him and insisted that he make the cheese for the day in their factory to prevent the loss of the milk.

About 75 percent of our cheese factories are located in sparsely settled rural communities. The established custom is to use cheese makers' sons and young, healthy and strong farm boys as trainees in the plants. Factories are unable to hire labor from urban

areas or from older age brackets due to the generally prevailing low-wage scale, the long work schedule (7 days and 70-80 hours a week), and the heavy physical labor involved. Women are not generally adapted to this work for the same reasons. (Cans of milk weigh around 115 pounds, Cheddar cheese around 75 pounds, and Swiss cheese drums 175 to 225 pounds.) Single men are generally employed because they can board and room with the cheese maker in the living quarters above the factory. Married men are not attracted to the industry as helpers because of the absence of living quarters for families and the inconvenience and difficulties of daily transportation from urban centers.

There are absolutely no replacements available for trained cheese makers included in this group and a considerable proportion of the experienced helpers cannot be replaced for the reasons stated above.

State selective-service headquarters estimates that of the nearly 1,500 young men now working in cheese factories, it is imperative that at least 550 be deferred to prevent loss of food and reduction in milk production. My own judgment is that unless an even larger number is deferred there will be serious difficulty in handling milk in the cheese areas through the flush season which is now coming on.

I am receiving reports from county agents and others in various parts of the State indicating material increases in the rate of milk production over the same period in 1943. For example, the county agent in Pepin County has collected figures showing that farmers in that locality are producing 11 percent more milk than they did at the same time a year ago. A condensery operator in Door County is receiving 12 percent more milk from fewer patrons than he had a year ago. The Badger Consolidated at Shawano reported 2 or 3 weeks ago that over the previous 30-day period they had received 6 percent more milk per patron than they did a year ago. Other less definite reports indicate that in many sections of the State there is a material increase in milk production. Professor Froker, of the college of agriculture, estimates that our plants are now handling 40 percent more whole milk than they did in 1939, of which about half is due to an increase in production of milk and the other half due to shifting from farm separated cream production to delivery of whole milk.

This situation is significant, because it means that milk which is now going to cheese factories could not be manufactured in other plants in this State during the coming flush period, even if it were desirable to do so. In fact, I have reports of condenseries which are unable to handle all the milk which they are getting now and are shipping part of their normal receipts of milk to other condenseries for processing. With the spring flush coming on, this situation will become more serious due both to the normal seasonal increase in milk and the removal by draft of young men from the other milk-processing plants.

I need not include to you a statement as to the importance of the Wisconsin milk industry in the national food program, but many other people, including, I presume, General Hershey, may not realize that Wisconsin produces one-eighth of all the milk in the United States and half of the Cheddar cheese produced in this country. Approximately one-half of all the cheese bought by the Government for the Army and lend-lease purposes comes from Wisconsin.

Of course, if nothing is done to retain these young cheese makers in their factories there will still be cheese made in Wisconsin, but the production of this type of food will be badly disrupted, and considerable

amounts of milk will spoil or will be fed to livestock. I sincerely hope the National Selective Service headquarters can be convinced that this situation should be handled with judgment and not find it out by experience when it is too late.

Respectfully yours,

W. W. CLARK,
Associate Director.

Mr. WILEY. Mr. President, I read one paragraph of the letter:

I need not include to you a statement as to the importance of the Wisconsin milk industry in the national food program, but many other people including, I presume, General Hershey, may not realize that Wisconsin produces one-eighth of all the milk in the United States and half of the Cheddar cheese produced in this country. Approximately one-half of all the cheese bought by the Government for the Army and lend-lease purposes comes from Wisconsin.

Mr. President, we now come to the third subdivision of my remarks and that is the reduction in the price of milk. It has been clearly pointed out earlier in my remarks that the farmers have performed miracles in production. By working their children and their grandparents, and by every other means, they got the production that the Government wanted. Now, without any notice to them, their milk checks are reduced by 10 cents a hundred. That is fine encouragement. It is wonderful treatment by the Government. This is not keeping faith.

But the real issue is, What are we going to do about it? These bureaus, divisions, and other agencies are our foster children. They are accountable to us. We created them. I know how easy it is for the Senate to overlook things and pass the buck once we have created an agency and told someone to do a certain thing. "Let George do it."

Mr. President, I received a letter today from a businessman—a big businessman this time—who operates four or five factories in my State. He stated that if Congress did not do something, the people would get the impression that there was no further need for Congress. That is a pretty serious statement.

Mr. President, I wish to talk about milk. About a year ago, when the Office of Price Administration granted an increase in the selling price of case goods for evaporated milk, the newspapers carried the story that the O. P. A. based its finding of \$4.10 a case on a price to producers of \$2.46 for milk of 3.5 percent butterfat. Several persons in the industry have told me that the O. P. A. has given this same type of information to the evaporated-milk industry. The producer's price of \$2.46 a hundred was supposed to have been arrived at by taking the historical margin between the price of case goods and the amount paid to the producer. For example, if the case-goods price were \$4.10 a hundred, and the producers were being paid \$2.46, subtracting \$2.46 from \$4.10 would leave a remainder of \$1.64, which is supposed to be the historical margin on which the evaporated-milk industry operates. This does not reflect the margin which the O. P. A. is supposed to have today. The

O. P. A. claims to have used the historical margin of \$1.55 a hundred. In that case the producer's price would be \$2.63 a hundredweight, without respect to what the proper historical margin should be. The evaporated-milk producers claim—and I have been in contact with them—that the O. P. A. found the proper price to the producer to be \$2.46 a hundred. When the selling price of \$4.10 a case was established, the evaporated-milk industry was paying \$2.60 to the producers in Wisconsin. Therefore, under those circumstances, it can be seen how inappropriate it is at this time to take 10 cents from what the farmer has been receiving.

It appears to me that the subsidy payment has been used as a vehicle to permit the evaporated industry to gain 15 cents per hundredweight, for which they have been fighting for about a year. It is my further observation that the Government will reduce the feed subsidies effective the 1st of May. I have heard from some quarters that the reduction subsidy will be 20 cents per hundredweight. There are others who say it will be reduced as much as 30 cents per hundredweight. In the event the Government reduces the subsidy payment by 30 cents per hundredweight, effective May 1, the producer will be taking 45 cents per hundredweight less for his milk than he was during the first 15 days of March.

Historically, surpluses in the flush period from the small milk plants in Wisconsin are handled by the large evaporating companies. It has long been the policy of the evaporating people to pay these small plants a small premium over and above established producer prices. In recent years this premium has amounted to about 15 cents per hundredweight. This permits the small plants, cooperatives, and cheese factories to absorb the additional handling charges that are involved when they have to pay two hauling costs on the milk; one to get the milk to the plant, and another to get it to the factory plant. There are other small plant charges, such as cooling and reassembling for the evaporating plants.

When one realizes that the Pure Milk Products Cooperative (one Wisconsin milk group) produced 1,105,340,000 pounds of milk last year, and when one also realizes that the whole State of Maryland produced only 945,000,000 pounds, one can readily see how important it is to give to an area which can produce much of the needed milk consideration equal to that accorded a State such as Maryland, where high-cost production prevails. Wisconsin's total milk production will run 15,000,000,000 pounds per year.

Mr. WHERRY. Mr. President, will the Senator yield?

Mr. WILEY. I yield.

Mr. WHERRY. Can the Senator give us an explanation as to why 10 cents a hundred was taken from the milk checks?

Mr. WILEY. I have no adequate explanation. I can assure the Senator that the farmers were in the dark until it bumped them in the eye. When they

received their checks, 10 cents a hundred was taken from them, just as though someone should reach into the Senator's pocket and take what belongs to him. I am saying that the Government should see to it that the farmers are better treated. The population of my State is about 3,100,000. The State is about 50 percent industrial and 50 percent agricultural. We cannot treat a million and a half people like that and get by with it very long in the United States.

Mr. WHERRY. Do the farmers receive their checks from the A. A. A. office in the State?

Mr. WILEY. Yes; through feed subsidy checks. The reduction came in the checks from the condenseries the Government furnished the vehicle. The farmers had no knowledge of what was going on. All at once it hit them.

Mr. President, within the past day or so the Army has announced its procurement needs with respect to evaporated milk. I understand that the Army is asking for 16,000,000 cases of evaporated milk to be delivered at the rate of 5,000,000 cases for May, 5,000,000 cases for June, three and a half million cases for July, and two and a half million cases for August. I believe that is almost double the amount heretofore required for the same period of time.

Last fall the Government said to the boys and girls and old folks, "Go out and produce; we will fix the price." The price was fixed. Now the Army wants double the amount it previously required, and the farmer gets it in the neck. His price is reduced 10 cents a hundred pounds. What is happening? His machinery is wearing out. He must work with fewer facilities, less manpower, and less capital; and now the price of his milk is reduced 10 cents a hundred. As I have stated, I believe that the amount requested is double the amount of milk heretofore required for the same period of time. Five million cases of milk a month is just about the capacity of the evaporated-milk industry. With such a tremendous increase in demand, it does not seem possible that there should be such a reduction in the price as has been made.

I am advised that in Maryland and Virginia the producers have had a base price of \$4 a hundred, with a feed subsidy of 80 cents a hundred, and a subsidy of \$13.50 a ton on hay. The total subsidy on hay alone is about \$2,000,000. There is a feed subsidy of 80 cents a hundred, to say nothing about the hay subsidy paid to the producers of Virginia and Maryland. The price of milk to the producers in Wisconsin was reduced on March 15 by 10 cents a hundred. That is enough to discourage further production.

On the other hand, as I have already stated, Wisconsin supplies one-third of the evaporated milk needs of the Nation, and the farmers get it in the neck. It is only natural to assume that there is a greater potential possibility of increasing production in Wisconsin than in any other State. We have the factories, the cows, and the means of manufacturing dairy products. If subsidies are to be paid as an incentive to increase milk

production in Wisconsin, Wisconsin should be recognized for its ability to supply the milk. An increase in milk production should be brought about by a substantial increase in incentive payments.

Mr. President, perhaps I have talked long enough. The record is here. If the Government does not move, I fear a situation which may be truly tragic. If 700 cheesemakers are taken away from Wisconsin, the result will be not only a reduction in production, but also a direct loss in foodstuffs. Milk flows to the cheese factories just as water flows through the faucets in a house. If cheese factories are shut down, we can imagine what will happen.

But that is not all. We can ruin the economic life of a State by such practices. In addition, we can do what is suggested by the businessman who wrote to me. He operates five factories. We can so sabotage the mentality of our people that they will say, "There is no further need of a legislative body."

I wonder if someone is planning it that way. I wonder if someone is thinking that course through. I wonder if back of all this there is not only misdirection and lack of action, but an absolute feeling that the day of legislative power is over. We can so crucify the people by failing them in their economic needs that they may take steps which they would not take in more sober moments. Only a few years ago the farmers were battling with pitchforks and guns. Why did they do it? They did it for the same reason that actuated men during the American Revolution. They did it to protect their homes and their economic life blood. They did it to sustain their families. Now the Government tells farmers to produce milk, cheese, and butter, and at the same time takes away from them their help. It allows them inadequate facilities with which to transport their produce, and it wrecks initiative by cutting down, without justification or equity, the compensation that they should receive.

Mr. President, in view of these facts, I lay this subject in the lap of the Senate.

NOTICE OF HEARINGS ON RIVERS AND HARBORS BILL

Mr. OVERTON. Mr. President, as chairman of the subcommittee of the Committee on Commerce having in charge the rivers and harbors bill, H. R. 3961, I wish to give notice that hearings on the bill will begin before the subcommittee on Tuesday, April 25. I have charge of the naval appropriation bill, and hope to get through with that bill Friday of this week, and then I should like to take up the rivers and harbors bill immediately afterward, because after that will come the flood-control bill, which we hope will be sent over to the Senate from the House by the time we conclude consideration of the rivers and harbors bill. Following that will be the bill relating to the St. Lawrence seaway.

Mr. O'MAHONEY. Mr. President—The PRESIDING OFFICER (Mr. MEAD in the chair). Does the Senator from Louisiana yield to the Senator from Wyoming?

Mr. OVERTON. I am glad to yield.

Mr. O'MAHONEY. As I advised the Senator yesterday, with a group of Senators from various States, Governors of Western States are very much interested in making a presentation to the subcommittee of which the Senator from Louisiana is chairman with respect to the rivers and harbors bill. These Governors are coming East for the Governors' Conference on May 28, and it was hoped that opportunity might be provided for them at that time to make their opinions known to the subcommittee.

We agreed yesterday to make an effort to see whether or not the western Governors could come at an earlier date. I will say to the Senator that in spite of my efforts I have not yet received any definite answer. But I want to make the record clear that it is our desire to make certain that the points of view to be presented by these Governors may be presented to the committee.

Mr. OVERTON. I may say that I shall be very glad to cooperate with the Senator from Wyoming and other Senators as far as I possibly can. There will be a number of controversial items in the rivers and harbors bill, the hearings on which will occupy some appreciable time—I do not know how long—but when we start the hearings I should like to go through with them, and I should like the cooperation of the Senator from Wyoming and other Senators from the Western States who are interested in the bill, to aid me in expediting the hearings.

I assume the Governors, a number of whom are coming, can be here before the conference begins. They cannot all testify on the same day. Then there will be other witnesses who can be heard on the subject matter in which the Senator from Wyoming is interested.

Mr. O'MAHONEY. Every effort will be made to bring these Governors here as long in advance of the conference as possible.

Mr. WHITE. Mr. President, will the Senator yield?

Mr. OVERTON. I yield.

Mr. WHITE. I heard the Senator from Louisiana make some reference to proposed legislation with respect to the St. Lawrence seaway. Just what is that legislation, and is the Senator making any request to present it at this time?

Mr. OVERTON. No. I said that following the rivers and harbors bill there will be the flood-control bill. I happen to have the honor of being chairman of the subcommittee dealing with those measures. I am also the chairman of the subcommittee dealing with the St. Lawrence seaway.

Mr. WHITE. I merely desire to make certain that no unanimous-consent agreement is entered into with respect to the St. Lawrence seaway until we have a chance to see what it is.

Mr. OVERTON. No; there is no such request whatsoever. I simply stated that certain measures were in futuro, and that the measures were coming up for consideration in the ordinary course of events, in the sequence I mentioned.

Mr. NYE. Mr. President, will the Senator yield?

Mr. OVERTON. I yield.

Mr. NYE. Can the Senator indicate what might be the earliest or the latest time when it would be convenient for the committee for these western Governors to be heard?

Mr. OVERTON. I shall be very glad to hear them at anytime following Tuesday, April 25, just as soon as they can be here. But if additional time is required, I am sure there are going to be other controversial features of the bill which will require some testimony, and we can take up those features first. I shall be very glad to cooperate along that line. I cannot say how long it will take to consider those features.

Mr. NYE. The Senator cannot determine now how long hearings on the other matters might require?

Mr. OVERTON. No; that is correct.

Mr. NYE. Might it be as much as 10 days?

Mr. OVERTON. Possibly so.

Mr. AIKEN. Mr. President, will the Senator yield?

Mr. OVERTON. I yield.

Mr. AIKEN. I wish to say that if it should be determined that the hearings on the rivers and harbors bill should be delayed in order to permit the western Governors to make their appearance and give their testimony in the latter part of May, then the proponents of the seaway bill, as they have advised me, would be prepared to give their testimony by the 1st of May. Included among the witnesses would be some Governors from the Eastern States. If it should be found advisable to postpone the rivers and harbors hearings until the latter part of May, I am sure the advocates of the seaway would be glad to make good use of the intervening time in presenting their case before the committee, as they are already prepared to do so.

Mr. OVERTON. I thank the Senator from Vermont, but I will say that there is no intention to delay the hearings on the rivers and harbors bill. I simply stated that the hearings will begin on Tuesday, April 25, and then we shall proceed as expeditiously as possible. It is my intention to take up the flood-control bill thereafter.

Mr. AIKEN. But, Mr. President, it occurred to me that if the rivers and harbors bill should be considered before the St. Lawrence seaway bill, and if the hearings on the rivers and harbors bill do not begin until the last of May—

Mr. OVERTON. They are to begin on Tuesday, April 25.

Mr. AIKEN. The hearings will begin on that day?

Mr. OVERTON. Yes.

Mr. AIKEN. I understood one of my colleagues to say that the Governors could not appear before the last of May.

Mr. OVERTON. They are going to attend a Governors' conference toward the last of May, but they are also going to be present at these hearings before May 25 or 28, or whatever time the conference is to be held.

Mr. AIKEN. Personally I hope the hearings on all these bills may be held as soon as possible.

Mr. OVERTON. I think we ought to get through with the rivers and harbors bill sometime in the middle of May.

Mr. MILLIKIN. Mr. President, will the Senator yield?

Mr. OVERTON. I yield.

Mr. MILLIKIN. As I understand, the Senator will get to the controversial features of the bill first. Does the Senator anticipate that the navigation features of the bill relating to the Missouri River will come up, say, prior to a week or 10 days hence? My reason for pressing the question is that we have some technical men who are working on those features.

Mr. OVERTON. Well, making a guess, I should think that probably the Missouri River project, if it is to be taken up last, will not come up until 10 days after April 25, the day when the hearings are to begin.

Mr. MILLIKIN. I thank the Senator.

Mr. AIKEN. Will the Senator again yield?

Mr. OVERTON. I yield.

Mr. AIKEN. May I inquire of the Senator whether the big Missouri River project, the billion-dollar project, is in the rivers and harbors bill, or the flood-control bill? My understanding is that it is in the flood-control bill, which is to come up later.

Mr. OVERTON. The project for deepening the channel from Sioux City to the mouth of the Missouri River is in the pending rivers and harbors bill, and that is the project to which the Senators from the West are referring.

Mr. BURTON. Mr. President, will the Senator from Louisiana yield to me?

Mr. OVERTON. I yield.

Mr. BURTON. The rivers and harbors bill, concerning which the Senator from Louisiana has been speaking, includes, as I understand, a great many other projects besides those which have just been mentioned by various Senators who have spoken.

Mr. OVERTON. The Senator's statement is correct.

Mr. BURTON. I particularly wish to say that I hope the bill includes a project at Youngstown, Ohio. I appreciate the action taken by the Senator from Louisiana with respect to providing early hearings on the bill, which involves not only this matter, but also involves a great many other matters which it will take much time to consider. I hope we can quickly proceed with hearings on the various items contained in the bill, and reach a conclusion with respect to them in the early part of the spring.

I appreciate very much the Senator from Louisiana having given notice of the hearings, and wished to mention the project at Youngstown, Ohio, which comes before the Senate as a new matter. It is not contained in the House bill.

I thank the Senator from Louisiana for yielding to me.

Mr. OVERTON. I may say that a great many requests have come to me to proceed with the hearings as rapidly as possible.

Mr. MAYBANK. Mr. President, will the Senator yield?

Mr. OVERTON. I yield.

Mr. MAYBANK. I wish to express my appreciation of the fact that immediate consideration is to be given to this very important project. It is necessary that consideration be given almost immediately to the situation in the Carolinas along the Atlantic Ocean. I again wish to express my appreciation to the Senator from Louisiana for expediting the hearings on this important matter.

Mr. OVERTON. I will say to the Senator from South Carolina that there is one project in his State which is of supreme importance.

Mr. MAYBANK. Yes; the project in Charleston, S. C.

RECESS TO FRIDAY

Mr. LUCAS. Mr. President, I move that the Senate take a recess until Friday next at 12 o'clock noon.

The motion was agreed to; and (at 12 o'clock and 48 minutes p. m.) the Senate took a recess until Friday, April 21, 1944, at 12 o'clock meridian.

HOUSE OF REPRESENTATIVES

TUESDAY, APRIL 18, 1944

The House met at 12 o'clock noon.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Lord God of life and spirit of truth, we bless Thee that in all sublime creation there is the working of the divine purpose, a power other than ourselves. Not by our own might can we attain the highest levels, but through Thy spirit these may be glorified. Lay Thy hand upon us that our neglected gifts may be revived; make clean our hearts within us and take not Thy holy spirit from us.

Have mercy upon this old world with its hard face and stone walls. O lift the mirror of truth and show America her real self, her easy faith, the pathos of spiritual declension, the slacking of her zeal in holy worship. Inspire in her breast a more sincere spirit, a consecrated soul rich in emotion and intensity. By the historic standards of eternal principles, may we test afresh our actions and forever dissipate the dream of easy tasks and the nightmare of failure. Stay by, O God, when hostilities arrest our hopes and our cause seems ready to fail. O keep us silently, steadily, and persistently at our work, knowing that soon there will be a glow in the sky of freedom's horizon. In the name of our mediator, Jesus Christ, our Lord. Amen.

The Journal of the proceedings of yesterday was read and approved.

THE McKELLAR AMENDMENTS TO THE T. V. A.

Mr. FLANNAGAN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

[Mr. FLANNAGAN addressed the House. His remarks appear in the Appendix.]

HOUSE AND SENATE INVESTIGATING COMMITTEES

Mr. COCHRAN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my own remarks.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

[Mr. COCHRAN addressed the House. His remarks appear in the Appendix.]

EXTENSION OF REMARKS

(Mr. SATTERFIELD asked and was given permission to extend his own remarks in the RECORD.)

Mr. BRYSON. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and include therein a clipping.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. BRUMBAUGH. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and to include therein a speech delivered by Mr. Miles F. Hollister, of Altoona, Pa., before a number of service clubs and civic organizations throughout the United States.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. BISHOP. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and include therein a resolution adopted by the board of directors of the West Frankfort Chamber of Commerce, West Frankfort, Ill.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

THE TYPICAL AMERICAN MARINE

Mr. LANE. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my own remarks.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. LANE. Mr. Speaker, in this Hall, so representative of the variety that is America, I believe that we should pause in reverence to the memory of the typical American marine.

His name was Fernand G. Bernard, of Lawrence, Mass. "Pete" they called him. This kid who won his letter in football at high school, who became a mill worker in a mill city, a church-going youth who liked to tinker with the family car, to swim at Forest Lake, to take his best girl to the movies on the traditional Wednesday night date. You see, there was nothing exceptional in his background except that he was an average American boy.

Perhaps, with an intuition greater than understanding, he sensed the danger to the people he loved, long before the rest of us did, and he resolved to do something about it.

The biggest challenge to his young life was coming up and he did not want to sit on the side lines.

In May of 1941 he enlisted with the finest body of fighting men, the United

States Marine Corps. He trained at Parris Island. It was then that he was selected by a national magazine in a seven-page photo-history as the typical American marine.

He became a member of the Marine Raiders and for 13 months was overseas. On March 8, 1944, somewhere in the South Pacific theater, Sgt. Fernand G. Bernard was killed in action.

Lawrence, Mass., grieves her loss, yet stemming from this sacrifice comes the consciousness, with this heritage, which he passed on to us, of the great responsibilities we must meet and match as typical Americans.

AMENDMENT TO USE TAX STAMP ACT

Mr. SPRINGER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my own remarks.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

[Mr. SPRINGER addressed the House. His remarks appear in the Appendix.]

THE FLIGHT OF THE "CONSTELLATION" FROM CALIFORNIA TO WASHINGTON, D. C.

Mr. HINSHAW. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my own remarks.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

Mr. HINSHAW. Mr. Speaker, yesterday a giant air transport, the new Lockheed *Constellation*, flew from Lockheed Airport in Burbank, Calif., to Washington in 6 hours and 56 minutes, thus beating the fastest speed record made heretofore by nearly a half-hour and the fastest coast-to-coast transport record by more than 3 hours. I hope the Members of the House will join with me as the Representative of the Twentieth District of California in taking pride in that aircraft which was designed and built in my district. It was conceived on the drafting board more than 4 years ago. That is notice to the House that you do not turn out a wonderful airplane in a day; however, we now have that aircraft and can produce many more just like it for the service of our country. It presents a preview of what we may expect in civil air transport after the war is over.

This giant transport was conceived by Jack Frye and Howard Hughes, of T. W. A. It was designed and built by Lockheed Aircraft Corporation for T. W. A. and Pan-American Airways, but war intervened and the contracts were taken over by the Army Air Force.

The SPEAKER. The time of the gentleman has expired.

EXTENSION OF REMARKS

Mr. TALBOT. Mr. Speaker, I ask unanimous consent to extend my own remarks in the RECORD and to include therein a letter.

The SPEAKER. Is there objection to the request of the gentleman from Connecticut [Mr. TALBOT]?

There was no objection.

Mr. KILBURN. Mr. Speaker, I ask unanimous consent to extend my own